

**Amendments to the claims:**

1. (currently amended) A gear drive unit (10) for adjusting moving parts in the motor vehicle, comprising:

    a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and

    a separate toothed element (32) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) has a worm gear (34) and is secured to the rotor shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one face end of the face-ends (50) of the rotor shaft (18), wherein the toothed element (32) further has an axial bracing face (60), wherein said toothed element is braced on an adjusting element (64) on the housing (16), wherein said adjusting element (64) has a form lock (72) that is configured to be engaged from the inside by a selected installation tool, wherein said adjusting element (64) presses with a predetermined pressing force against the axial bracing face (60).

2. (previously presented) The gear drive unit (10) as defined by claim 1, wherein the axial bearing face (48) is located on a bottom face (46) of a bore (44) in the toothed element (32).

3. (canceled)

4. (previously presented) The gear drive unit (10) as defined by claim 1, wherein the axial bracing face (60) has a radius (59) and is embodied as a spherical surface (58).

5. (previously presented) The gear drive unit (10) as defined by claim 2, wherein a through opening (52) is integrally formed onto the bottom face (46) of the bore (44) and receives a ball (56) that has the bracing face (60).

6. (previously presented) The gear drive unit (10) as defined by claim 5, wherein the rotor shaft (18) has a radial bump (74) in the form of a knurling (75) or a serration (76) in an axial portion (78), wherein said radial bump, upon introduction into the bore (44) of the toothed element (32), forms a force- and/or form-locking connection that is fixed against relative rotation.

7. (previously presented) The gear drive unit (10) as defined by claim 5, wherein in the axial region (78) of the radial bump (74) of the rotor shaft (18) at the end next to the bottom face (46), the bore (44) has a lesser inside diameter (86) than in regions (84) of the rotor shaft (18) that are without radial bumps.

8. (previously presented) The gear drive unit (10) as defined by claim 6, wherein the rotor shaft (18), after an integral forming on of the radial bump (74), is through-ground, and is axially mountable through a bearing sleeve (28) in the housing (16).

9. (previously presented) The gear drive unit (10) as defined by claim 6, wherein the rotor shaft (18) is connected to the toothed element (32) in a region (78, 96) having the radial bump (74, 73) via a press fit, and in a region (84) without radial bumps, the rotor shaft (18) is connected to the toothed element (32) via a clearance fit.

10. (previously presented) The gear drive unit (10) as defined by claim 1, wherein the toothed element (32) has a worm gear (34), a cone wheel toothing, or a straight or oblique pinion toothing, which meshes with a further gear element (40, 38).

11. (currently amended) A gear drive unit (10) for adjusting moving parts in the motor vehicle, comprising:

a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and

a separate toothed element (32) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) is secured to the rotor shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one face end of the face-ends (50) of the rotor shaft (18), wherein the toothed element (32) has a bore (44), wherein said rotor shaft is connected to said bore (44) of said toothed element (32) via a press-fit connection, wherein said press-fit connection extends over only a portion of a length of the bore (44),

wherein a bottom face (46) is disposed on a lower end of the bore (44), wherein said bottom face (46) is formed as an axial bearing face (48) and rests on said at least one face end (50) of the rotor shaft (18), such that the bottom face (46) is oriented transverse to an axis of the rotor shaft (18).

12. (currently amended) A gear drive unit (10) for adjusting moving parts in the motor vehicle, comprising:

a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and

a separate toothed element (32) formed as a worm gear (34) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) is secured to the rotor shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one of the face ends (50) of the rotor shaft (18), wherein a through opening (52) is integrally formed onto the bottom face (46) of the bore (44) and receives a ball (56) that has the bracing face (60),  
wherein said through opening (52) is configured to receive said ball (56) such that said ball (56) is axially accommodated over half of its diameter in said through opening (52).

13. (previously presented) A gear drive unit (10) for adjusting moving parts in the motor vehicle, comprising:

a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and

a separate toothed element (32) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) is secured to the rotor shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one of the face ends (50) of the rotor shaft (18), wherein the rotor shaft (18) is connected to the toothed element (32) in a region (78, 96) having the radial bump (74, 73) via a press fit, and in a region (84) without radial bumps, the rotor shaft (18) is connected to the toothed element (32) via a clearance fit, wherein a corresponding installation force is required only for the region (78) having the radial bump to press in the radial bumps.